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Headquarters
TASK GROUP 7.4, PROVISIONAL
APO 187, San Francisco, California

SWBO

7 July 1956

SUBJECT: "Tab L and Tab N, Appendix C, Task Group 7.4 Operations Order 1-56" (NAVAJO and APACHE Positioning Conference)

TO: See Distribution

1. Inclosed attachment number 1 replaces Tab L, Appendix 8, Annex C and Tab J, Appendix 13, Annex C and becomes Tab L, Appendix 8, Annex C of Task Group 7.4 Operations Order 1-56. Attachment number 2 replaces Tab N, Appendix 8, Annex C and Tab L, Appendix 13, Annex C and becomes Tab N, Appendix 8, Annex C of Task Group 7.4 Operations Order 1-56.

2. The combined positioning conference for APACHE and NAVAJO was conducted in the Task Group Conference Room, building 679, on Saturday, 7 July 1956. The conference began at 0730 hours.

3. Colonel Samuel conducted the conference, discussing particularly some of the effects expected by the critically positioned aircraft. Individual critically positioned aircraft for both events were discussed and without large change, all aircraft were declared to be in safe positions.

4. Project 2.61 (NRML Project) will launch high altitude sampling (telemetering) rockets through the nuclear cloud of NAVAJO. These rockets are fired in salvos of six rockets each at approximately H plus 7 and 15 minutes respectively and will reach an altitude of between 17,000 and 50,000 feet. The launching ramps for the rockets will be located at HOW Island. All rockets are expected to be on the ground at H plus 30 minutes. These rockets to be fired in the general direction between 270° and 300° will reach a maximum range of 49,500 feet. All pilots participating in NAVAJO are urged to become better acquainted with Appendix 14, Annex C, Task Group 7.4 Operations Order, for information relating to rocket patterns described above.

5. The H-Hour for NAVAJO is given as 0556 with secondary (alternate) 0616 hours. The device for NAVAJO will be fired from a barge located south of YUROCHI (Site DOG) located in the BIKINI Atoll. The target area will be identified by a 30 foot square light array with a rotating red beacon and a radar reflector.

Declassified By DNA, Chief, ISTS

John F. Buehler
Date: 28 Aug 79

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HRE-0700

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SWBO, Subj: "Tab I and Tab N, Appendix 8, Annex C, Task Group 7.4 Operations Order 1-56" (NAVAJO and APACHE Positioning Conference)

6. The H-Hour for APACHE is given as 0606 with secondary (alternate) 0616 hours. The device for APACHE will be fired from a barge located in the old 'Mike' crafer on ELUGELAB (FLORA Site) located in the Eniwetok Atoll. The target area will be identified by a 30 foot square light array, a rotating red beacon and a radar reflector.

7. The meeting adjourned at 0815 hours.

2 Incl:

1. Acft Mission Description, NAVAJO with 3 attachment.
2. Acft Mission Description, APACHE with 1 attachment.

Francis B. Carlson

FRANCIS B. CARLSON
Colonel, USAF
Director of Operations

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TAB L
TO
APPENDIX 8
TO
ANNEX C
OPERATIONS ORDER 1-56

AIRCRAFT MISSION DESCRIPTION, NAVAJO

1. BLIND ALLEY, one through five B-57's (Project 2.66), Early Penetration aircraft (Including Early Penetration Controller), to be positioned by IFF, will take off at one minute intervals starting at approximately H minus 33 minutes. The B-57's will proceed under AOC control on a heading of 120°T to a position 90 NM from ENIWETOK climbing to assigned altitudes ranging from 36,000 to 44,000 feet absolute (BLIND ALLEY ONE, Controller Aircraft at top altitude) providing 2,000 feet separation between each aircraft. Aircraft should reach the 90 mile mark at H minus 16 minutes and will proceed in trail to a point 50 miles south of Ground Zero arriving at H-Hour. At H plus 5 minutes or as soon as possible thereafter, the aircraft will turn towards the cloud area and control of the aircraft will change to the CIC. Aircraft will be joined in formation with the Early Penetration Control aircraft while climbing to 1,000 foot on top. Upon request of the Early Penetration Control aircraft the CIC controller will assist the B-57's in providing initial directions towards the cloud where the Early Penetration Control B-57 will direct the cloud penetration mission. The aircraft will penetrate at five minute intervals starting at H plus 15 minutes after which each aircraft will depart individually at assigned altitudes for return to ENIWETOK and land at approximately H plus two hours to two hours and thirty minutes.
2. SHELDON, one B-47 aircraft (Project 5.1), to be positioned by radar, will take off at approximately H minus 2 hours and 30 minutes and proceed to the BIKINI area. It will be at an altitude of 34,000 feet absolute on a heading of 270°T with no horizontal offset and will perform four 23 minute right-hand race track patterns and one 15 minute wind box pattern before final 40 mile run to GZ starting at H minus 6 minutes. The B-47 will be over GZ at T minus 30.2 seconds and will have a horizontal range of plus 22,900 feet at T₀. The aircraft will return to ENIWETOK at 34,000 feet on initial heading of 270° and land at H plus 65 minutes.
3. JAYBIRD, one B-52 aircraft (Project 5.2), to be positioned by radar, will take off at approximately H minus 170 minutes and proceed to the BIKINI area. This aircraft will fly left-hand race track and wind box patterns at an altitude of 38,000 feet absolute on an inbound heading of 283°T with no horizontal offset. The B-52 will be over Ground Zero at H minus 27.8 seconds

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and will be 20,700 feet beyond GZ at T_0 with tail towards GZ. Upon completion of the mission in the BIKINI area, the aircraft will proceed to ENIWETOK at 30,000 feet on an initial vector of $260^\circ T$ and will land at approximately H plus 2 hours.

4. CLARK, one B-66 aircraft (Project 5.3), to be positioned by radar, will take off at approximately H minus 83 minutes and proceed to the BIKINI area. It will complete its mission at 21,000 feet absolute performing two left-hand race track and one left-hand wind box pattern starting on the final approach towards GZ at H minus 5 minutes and 4 seconds. The 40 mile final run in will be on a heading of $124^\circ T$ with no horizontal offset. The B-66 will be over GZ at H minus 30.6 seconds and will have a horizontal range of plus 24,500 feet at T_0 with tail towards GZ. The aircraft will return to ENIWETOK at 35,000 feet on an initial heading of $270^\circ T$ and land at approximately H plus 35 minutes.

5. KIMONO, one B-57 aircraft (Project 5.4), to be positioned by Raydist, will take off at approximately H minus 45 minutes. It will perform a straight-in raydist controlled run with no orbit at 13,000 feet absolute on a heading of $120^\circ T$ with no horizontal offset. The B-57 will be over GZ at H minus 48.3 seconds and will have a horizontal range of plus 38,500 feet at T_0 . The aircraft will return to ENIWETOK on initial heading of $270^\circ T$ at 40,000 feet for landing at approximately H plus 41 minutes.

6. BARLEY, one F-84F Sideloads Effects aircraft (Project 5.5) to be positioned by Raydist, will take off at H minus 48 minutes. It will perform a straight-in Raydist controlled run on a course of $036^\circ T$ at 32,000 feet absolute with 72,300 feet offset to the south-east (right of course). It will have a horizontal range of minus 52,800 feet on the offset track at T_0 and will pass abreast of GZ at T_0 plus 66 seconds (time of shock arrival) to receive sideloads effect. This aircraft, at no time, will be closer than 72,300 feet to Ground Zero. BARLEY will also carry a pylon tank which will be dropped upon leaving the IP (approximately H minus 18 minutes). The aircraft will climb to 37,000 feet for return to ENIWETOK for landing at approximately H plus 47 minutes.

7. WAITER, one F-84F Capabilities Aircraft (Project 5.5), to be positioned by Raydist, will take off at approximately H minus 43 minutes. It will perform a straight-in Raydist controlled run with no orbit at 17,000 feet absolute on a heading of $122^\circ T$ with no horizontal offset. The Capabilities aircraft will be over GZ at H minus 31 seconds and at T_0 will have horizontal range of plus 24,800 feet. This aircraft will carry two pylon tanks, one of which will be dropped upon leaving the IP at H minus 18 minutes and the second will be dropped

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at approximately H minus 10 minutes upon receiving clearance from the CIC. Upon completion of the mission the aircraft will climb to 38,000 feet for return to ENIWETOK and will land at approximately H plus 51 minutes.

8. MEREDITH, one F-101A aircraft (Project 5.6), to be positioned by Raydist, will take off at approximately H minus 35 minutes and proceed to the BIKINI area. The F-101 will perform a straight-in Raydist controlled run at 15,000 feet absolute on a heading of 122° T and with no horizontal offset. MEREDITH will be over GZ at H minus 25.9 seconds and at T_0 will have a horizontal range of plus 24,600 feet at T_0 . Upon completion of the mission the aircraft will climb in the clear to 30,000 feet for return to ENIWETOK and will land at approximately H plus 32 minutes.

9. LENA, one A3D aircraft (Project 5.8), to be positioned by Raydist will take off at approximately H minus two hours and seven minutes. The aircraft will proceed at 36,000 feet absolute towards BIKINI. LENA will perform a straight-in Raydist controlled run on a heading of 124° T passing near Ground Zero and returning to a point approximately 80 miles northwest of GZ in a left-hand race track pattern. The aircraft will pass over GZ at H minus 34.2 seconds and will have a horizontal range of plus 27,400 feet at T_0 . Upon completion of the mission the A3D will return to ENIWETOK at 36,000 feet and land at approximately H plus 45 minutes.

10. HARDTIME, three SAC IBDA B-47 aircraft, to be positioned by radar, will take off at three minute intervals between approximately H minus one hour and 48 minutes and one hour and 42 minutes and proceed to the BIKINI area. HARDTIME 1 will establish a right-hand race track pattern at 39,500 feet absolute on an inbound heading of 270° with no offset. HARDTIME 1 will be at "release range" at H minus 50 seconds at which time it will perform a break to the right losing a maximum altitude of 2,000 feet and take up an outbound heading of 360° from Ground Zero. This aircraft will have a horizontal range of 25,000 feet from GZ at T_0 . HARDTIME 2 will perform a left-hand race track pattern at 37,000 feet absolute on an inbound heading of 270° T with no offset. HARDTIME 2 will be at "release range" at H minus 50 seconds at which time it will perform a break to the left losing maximum altitude of 2,000 feet and take up an outbound heading of 160° from GZ. This aircraft will have horizontal range of 30,000 feet from GZ at T_0 . HARDTIME 3 will perform a right-hand race track pattern 35 NM southeast of GZ at 36,000 feet absolute. All HARDTIME aircraft will remain in the detonation area until approximately H plus 20 minutes and will contact the CIC for initial vector back to ENIWETOK. The SAC B-47's will return to ENIWETOK at initially assigned altitudes and will land at approximately H plus two hours and 15 minutes.

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11. FLOYD, one C-94 Ionosphere Effects Aircraft (Project 6.3) to be positioned by the CIC and radar, will take off at approximately H minus 120 minutes and will proceed to its assigned area at 18,000 feet absolute. The C-97 will be positioned 52 NM from Ground Zero on a bearing of 205°, heading 295° at T₀. After H-Hour this aircraft will turn to a new heading of 045°T and will fly to within a radius of 17 NM southeast of GZ after which it will turn to 069°T and will fly outbound and on the remainder of the mission as directed. Upon completion of its mission FLOYD will return to ENIWETOK for landing.

12. WILSON WEATHER, one WB-50 aircraft returning from an assigned Special Weather Mission in the target area will be positioned 50 miles northeast (045°) of GZ at 16,000 feet absolute for observation purposes only.

13. WILSON and WILSON ABLE, two WB-50 Cloud Tracker aircraft to be positioned by the navigator and IFF, will take off at approximately H plus six hours and proceed to the BIKINI area. They will orbit in the BIKINI area until vectored to the cloud by the CIC. The WB-50's will track the cloud as assigned and will return to ENIWETOK for landing upon completion of the mission.

14. CARTER I, II and III, three RB-50 Technical Photography aircraft to be positioned by IFF, will take off at approximately H minus two and a half hours and proceed to the BIKINI area. CARTER I will establish a counter-clockwise race track pattern such that the close-in leg will be 110 NM east (090°) of GZ at 20,000 feet absolute. CARTER II will establish a counter-clockwise race track pattern such that the close-in leg will be 110 NM south (180°) of GZ at 20,000 feet absolute. CARTER III will establish a counter-clockwise race track pattern such that the close-in leg will be 110 NM west (270°) of GZ at 20,000 feet absolute. All CARTER aircraft will proceed to their assigned areas at 10,000 feet absolute. They will climb to assigned altitudes of 20,000 feet at H minus one hour. If CARTER II should abort, CARTER I will assume his position and will also perform CARTER II Post Shot duties of Crater Photo if required. After the Technical Photography mission is completed, two (2) aircraft will return to ENIWETOK for landing. The third aircraft (CARTER II) possibly remaining in the BIKINI area to accomplish post-shot crater photography (H plus 2 hours), will return to ENIWETOK for landing upon completion of mission.

15. STABLE I and II, two SA-16 aircraft. STABLE I to be positioned by its navigator will take off at H minus three (3) hours and proceed to a point 60 NM west (270°) of the CIC (BARRYMORE). STABLE I will remain at this point at 9,000 feet absolute until relieved by the CIC. Aircraft will return to ENIWETOK for landing at approximately H plus 6 hours. STABLE II will take off

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at such time as to be in position 60 NM south (180°) of Ground Zero at H minus 30 minutes to orbit at 9,000 feet absolute as directed by the CIC. It will remain in this position unless otherwise directed until approximately H plus six hours. STABLE IV, one SA-16 aircraft will occupy a position on the ground at ENIWETOK adjacent to the runway. This aircraft will be scrambled by the SAR Officer located in the AOC by direct communication to the Rescue Alert position. Immediately upon becoming alert and clearing tower frequency, STABLE IV will contact MANHUNT on channel 4 for instructions.

16. PEWTER I and II, two C-54 Documentary Photography aircraft, to be positioned by the IFF and navigator, will take off at approximately H minus two and a half hours and proceed to the BIKINI area. PEWTER I will be positioned 50 miles southwest (225°) of GZ at 10,000 feet absolute in a right-hand race track pattern such that the left-hand side of the aircraft will be towards GZ at H-Hour. PEWTER II will be positioned 50 miles northwest (315°) of GZ at 12,000 feet absolute in a right-hand race track pattern such that the left-hand side of the aircraft will be towards GZ at H-Hour. Maximum latitude will be given these aircraft to change positions both vertically and laterally to assure good photography. Change in altitude or position will in any case be cleared with the CIC to assure clearance of other aircraft in the test array. Upon completion of the mission the aircraft will be cleared for return to ENIWETOK at assigned altitudes for landing.

17. BACKDOOR, P2V's (Project 2.64) from KWAJALEIN will arrive under CIC control at approximately H minus 30 minutes. All BACKDOOR aircraft will maintain a race track pattern at 10,000 feet absolute, 75 to 100 miles southeast of GZ. These aircraft will move into the area at approximately 30 minutes after T_0 for fallout survey as directed.

18. CASSIDY, one B-57 Sampler Controller, to be positioned by IFF will take off at approximately H minus one hour and proceed to the BIKINI area. The controller aircraft will proceed to an orbit position 50 NM north of GZ at an altitude of 35,000 feet absolute and set up a race track pattern until such time after T_0 that aircraft proceeds to the sample penetration area. CASSIDY will then direct the sampler aircraft into the radioactive cloud. Controller aircraft will return to ENIWETOK after last sampler penetration and land at approximately H plus four hours and thirty minutes.

19. HOTSHOT I through IV, four B-57B Sampler Aircraft will take off at H plus one hour to H plus three hours and proceed to the BIKINI area sampling area as directed by the CIC and sampler controller aircraft. Aircraft will fly at an altitude of 35,000 feet absolute until contact is made with Sampler Controller aircraft and cloud penetration instructions are received. Upon completion of the sampling mission aircraft will return to ENIWETOK and land at approximately H plus two hours to H plus four hours.

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20. TIGER, two F-84G's will take off at approximately H plus one hour and thirty minutes and proceed to the BIKINI area as directed by the AOC and CIC at 35,000 feet absolute. After making contact with the Sampler Controller Aircraft, Samplers will make penetration as directed. Upon completion of the sampling mission, Samplers will return to ENIWETOK and land at approximately H plus two hours.

21. TIGER SNIFFER, two F-84G's will take off at approximately H minus 20 minutes and proceed to the BIKINI area as directed by the AOC and CIC at 35,000 feet absolute. After making contacts with the Sampler Controller aircraft, TIGER SNIFFERS will make penetration as directed and will return immediately at assigned altitude to ENIWETOK for landing at approximately H plus two hours and thirty minutes.

22. Other aircraft may possibly be assigned to the NAVAJO array but will be positioned well outside of the critical area and not in area affecting other aircraft. These aircraft used for observation purposes will be positioned perpendicular to the shot area at T₀ minus two minutes to allow a clear view of the shot area.

a. VIKING, 8,000 feet northwest (325°) of GZ.

23. Aircraft altitudes for flight through H-Hour and altitudes for return to ENIWETOK are posted as follows in absolute measurements. All returning aircraft will be cleared to climb to, descend to or maintain return altitudes in indicated measurements by the CIC. Change of altitudes from absolute measurement to indicated will be made before the aircraft is 50 NM from ENIWETOK inbound for landing. In case of IFR conditions, unless an emergency exists or an aircraft declares minimum fuel, all aircraft will be turned over to Approach Control at the ENIWETOK Radio Beacon for GCA or entry into the holding pattern to await penetration instructions.

<u>AIRCRAFT</u>	<u>ALTITUDES</u>	<u>RETURN ALTITUDES</u>
HARDTIME 1	39,500	39,500
JAYBIRD	38,000	30,000
HARDTIME 2	37,000	37,000
HARDTIME 3	36,000	36,000

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<u>AIRCRAFT</u>	<u>ALTITUDES</u>	<u>RETURN ALTITUDES</u>
LENA	36,000	36,000
CASSIDY	35,000	As Required
SHELDON	34,000	34,000
BARLEY	32,000	37,000
CLARK	21,000	35,000
CARTER 1	20,000	20,000
CARTER 2	20,000	19,000
CARTER 3	20,000	18,000
KIMONO	19,000	40,000
FLOYD	18,000	18,000
WAITER	17,000	38,000
WILSON WEATHER	16,000	16,000
MEREDITH	15,000	30,000
PEWTER 2	12,000	12,000
PEWTER 1	10,000	10,000
VIKING	8,000	8,000

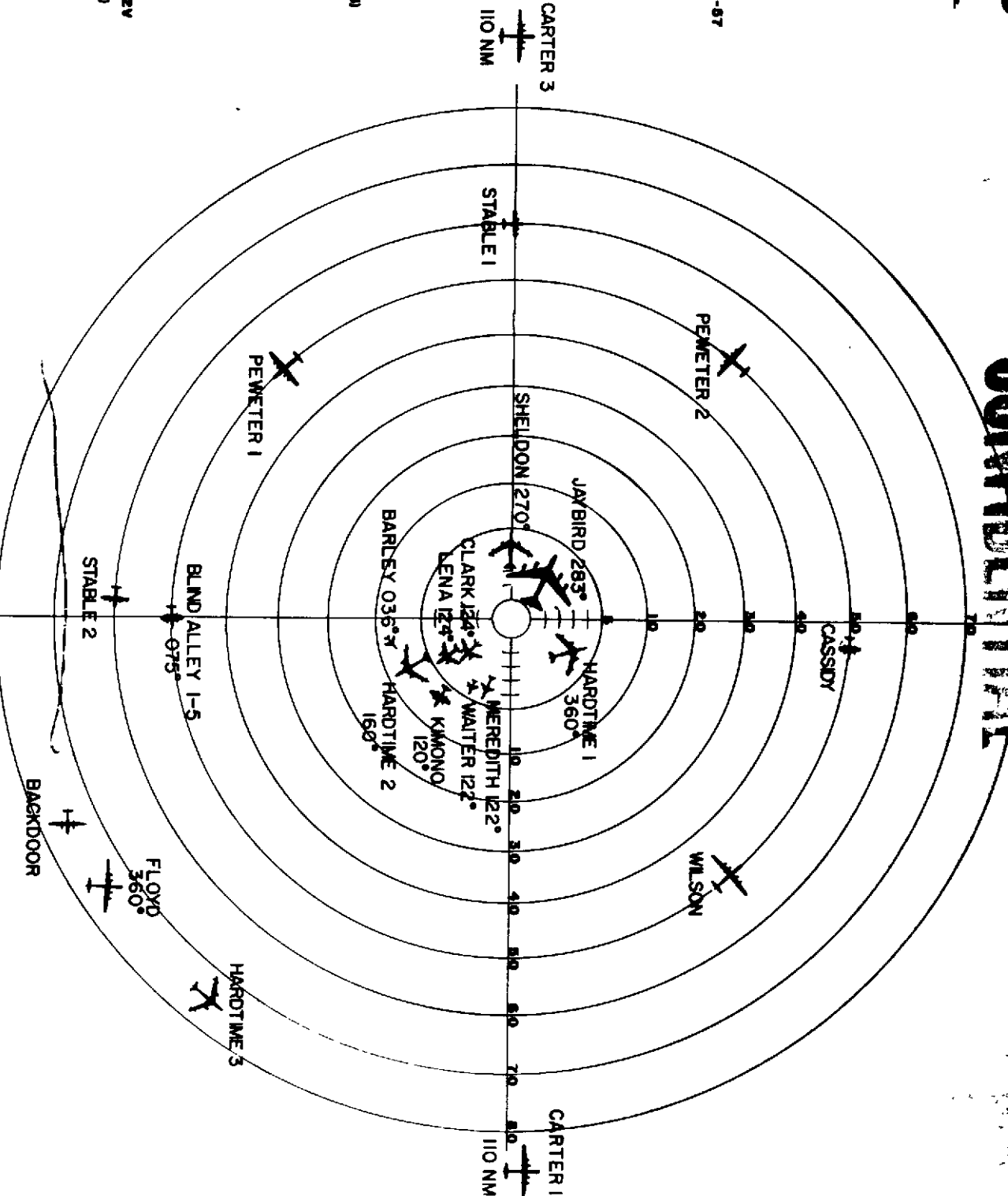
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NAVAJO

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CENTRAL CENTRAL

46,000	B-57
44,000	B-57
42,000	B-57
40,000	B-57
38,000	B-57
36,000	B-57
34,000	B-57
32,000	B-57
30,000	B-57
28,000	B-57
26,000	B-57
24,000	B-57
22,000	B-57
20,000	B-57
18,000	B-57
16,000	B-57
14,000	B-57
12,000	B-57
10,000	B-57
8,000	B-57
6,000	B-57
4,000	B-57
2,000	B-57
0	B-57



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TAB N
TO
APPENDIX 8
TO
ANNEX C
OPERATIONS ORDER 1-56

AIRCRAFT MISSION DESCRIPTION, APACHE

1. SHELDON, one B-47E aircraft (Project 5.1), to be positioned by radar, will take off at approximately H minus two hours and proceed to the mission area. The B-47 will fly right-hand race track and wind box patterns at an altitude of 30,000 feet absolute. The aircraft's final 40 mile run starting at H minus 6 minutes will be on a heading of 320°T with no horizontal offset. SHELDON will be over Ground Zero at H minus 36.2 seconds and will have a horizontal range of plus 27,950 feet at T₀. The aircraft will return to ENIWETOK at 30,000 feet and land at approximately H plus 45 minutes.
2. JAYBIRD, one B-52 aircraft (Project 5.2), to be positioned by radar, will take off at approximately H minus 140 minutes and proceed to the mission area. This aircraft will fly left-hand race track and wind box patterns at 8,000 feet absolute. The final inbound heading of the aircraft will be 111° with no horizontal offset. The aircraft will be over GZ at H minus 18.2 seconds and will have a horizontal range of plus 14,400 feet at T₀. Upon completion of the mission the aircraft will return to ENIWETOK at 30,000 feet absolute and will land at H plus 120 minutes.
3. CLARK, one B-66 aircraft (Project 5.3), to be positioned by radar, will take off at approximately H minus 77 minutes and proceed to the mission area. This aircraft will perform two left-hand 18 minute race track patterns and one 15 minute wind box pattern at an altitude of 8,000 feet absolute. The final run of the aircraft will be on a heading of 080°T with no horizontal offset. The aircraft will be over GZ at H minus 26.8 seconds and will have a horizontal range of plus 20,500 feet at T₀. Upon completion of the mission the aircraft will return to ENIWETOK at 8,000 feet absolute and will land at approximately H plus 16 minutes.
4. KIMONO, one B-57 aircraft (Project 5.4), to be positioned by MSQ, will take off at approximately H minus 48 minutes. It will perform left hand MSQ controlled race track patterns at 10,000 feet absolute. The final run of the aircraft will be on a heading of 050°T with no horizontal offset. The B-57 will be over GZ at H minus 56 seconds and will have a horizontal range of plus 28,000 feet at T₀. The aircraft will return to ENIWETOK at 10,000 feet absolute and will land at H plus 17 minutes.

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5. WAITER, one F-84F Capabilities Aircraft (Project 5.5), to be positioned by MSQ, will take off at approximately H minus 36 minutes and proceed to the assigned mission area. It will perform right-hand MSQ controlled race track patterns at an altitude of 32,000 feet absolute. The aircraft's final run will be on a heading of 070° with no horizontal offset. The Capabilities aircraft will be over GZ at H minus 21.9 seconds and will have a horizontal range of plus 17,540 feet at T₀. Upon completion of the mission the aircraft will return to ENIWETOK at 32,000 feet absolute and will land at approximately H plus 10 minutes.

6. BARLEY, one F-84F Sideloads Effects aircraft (Project 5.5), to be positioned by MSQ, will take off at H minus 24 minutes. It will perform right-hand MSQ controlled race track patterns at 35,500 feet absolute. The final run of the aircraft will be on a heading of 060°T with a 35,500 foot offset to the right of GZ. The aircraft will be abreast of GZ at plus 32.8 seconds on the offset track (time of shock arrival) to receive sideloads effect and will have a horizontal range of minus 26,240 feet at T₀. Upon completion of the mission the aircraft will return to Eniwetok at 35,500 feet absolute and will land at H plus 7 minutes.

7. MEREDITH, one F-101A aircraft (Project 5.6), to be positioned by MSQ, will take off at approximately H minus 28 minutes and proceed to the assigned mission area. It will perform two 12 minute right-hand MSQ controlled race track patterns, at 15,000 feet absolute. The final run of the aircraft will be on a heading of 040°T with no horizontal offset. The F-101 will be over GZ at H minus 20.1 seconds and will have a horizontal range of plus 19,100 feet at T₀. Upon completion of the mission the F-101 will return to ENIWETOK at 15,000 feet and will land at approximately H plus 10 minutes.

8. LENA, one A3D aircraft (Project 5.8), to be positioned by radar, will take off at approximately H minus one hour and 32 minutes. The aircraft will proceed at 26,000 feet absolute to the assigned mission area. The A3D will perform left-hand race track and wind box holding patterns and will perform final approach on a heading of 166°T with no horizontal offset. The aircraft will be over GZ at minus 26.75 seconds and will have a horizontal range of plus 21,400 feet at T₀. LENA will return to ENIWETOK at 26,000 feet and will land at approximately H plus 30 minutes.

9. BLIND ALLEY, one through five B-57's (Project 2.66), Early Penetration aircraft (including Early Penetration Controller), to be positioned by IFF, will take off at one minute intervals starting at approximately H minus 20 minutes. The B-57's will proceed under AOC control on a heading of 120° to a point 66 NM from ENIWETOK climbing to assigned altitudes ranging from 36,000 to 44,000 feet absolute (BLIND ALLEY ONE, Controller Aircraft at top altitude) providing 2,000 feet separation between each aircraft. Aircraft should start reaching the 66 mile mark at H minus 12 minutes and will proceed

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in trail on a course of 273° to a point 56 NM south-southeast of GZ (154° from GZ) arriving at H plus 1 minute. Upon reaching the 56 mile point at H plus one minute the aircraft will be turned in trail on a heading of 360° towards the eastern edge of Ground Zero and will reach assigned altitudes at H plus 4 minutes. Aircraft will continue climb to 1,000 foot on top (clear altitudes). Upon request of the Early Penetration Control aircraft the AOC controller will assist the B-57's by providing initial directions towards the cloud where the Early Penetration Control B-57 will direct the cloud penetration mission. The aircraft will penetrate at five minute intervals starting at H plus 15 minutes after which each aircraft will depart individually at assigned altitudes for return to ENIWETOK and land at approximately H plus one half hour to one hour.

10. HARDTIME three SAC IBDA B-47 aircraft, to be positioned by radar, will take off at three minute intervals between approximately H minus one hour and 33 minutes and one hour and 27 minutes and proceed to the assigned mission area. HARDTIME I will establish a left-hand race track pattern at 39,000 feet absolute on an inbound heading of 135°T with no horizontal offset. HARDTIME I will be at "release range" at H minus 50 seconds at which time it will perform a break to the left losing a maximum altitude of 2,000 feet and pick up an outbound heading of 045°T from GZ. This aircraft will have a horizontal range of 25,000 feet from GZ at T₀. HARDTIME 2 will perform a right-hand race track pattern at 35,000 feet absolute on an inbound heading of 135°T with no offset. HARDTIME 2 will be at "release range" at H minus 50 seconds at which time it will perform a break to the right losing maximum altitude of 2,000 feet and take up an outbound heading of 245°T from GZ. This aircraft will have horizontal range of 30,000 feet from GZ at T₀. HARDTIME 3 will perform a right-hand race track pattern at 38,000 feet absolute 25 NM southeast (135°) of GZ and will have a heading of 045°T at H minus 2 minutes. All HARDTIME aircraft will remain in the detonation area until approximately H plus 20 minutes and will contact the AOC for initial vector back to ENIWETOK. The SAC B-47's will return to ENIWETOK at initially assigned altitudes and land at approximately H plus two hours and 15 minutes.

11. PEWTER I and II, two C-54 Documentary Photography aircraft, to be positioned by IFF and navigator, will take off at approximately H minus one and one half hours and proceed to the assigned mission area. PEWTER I will be positioned 50 NM southwest (225°) of GZ at 10,000 feet absolute in a clockwise race track pattern such that the left hand side of the aircraft will be towards GZ at H-Hour. PEWTER II will be 50 NM northwest (315°) at 12,000 feet absolute in a clockwise race track pattern such that the left hand side of the aircraft will be towards GZ at H-Hour. These aircraft will be cleared by the AOC to climb or descend to insure clear photographic shots of the detonation. Upon completion of PEWTER missions the aircraft will be cleared at assigned altitudes for return to ENIWETOK for landing.

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12. FLOYD, one C-97 Ionosphere Effects Aircraft (Project 6.3), to be positioned by the AOC and radar, will take off at approximately H minus one and one half hours and will proceed to the assigned area. This aircraft will be positioned 40 NM due north (360° T) of Ground Zero at 18,000 feet absolute heading 090° T at H-Hour. Upon completion of the detonation the C-97 will be turned to a new heading of 160° T flying to within 15 miles northeast of GZ and then return along 340° T to avoid any fallout. The aircraft will be turned at 50 NM to 270° T and will continue on mission as directed. Upon completion of the mission the C-97 will return to ENIWETOK for landing.

13. CARTER I, II and III, three RB-50 Technical Photography aircraft to be positioned by IFF, will take off at approximately H minus one and a half hours and proceed to the assigned mission areas. CARTER I will establish a counter-clockwise race track pattern such that the close-in leg will be 70 NM east (090°) of GZ at 20,000 feet absolute. CARTER II will establish a counter-clockwise race track pattern such that the close-in leg will be 70 NM south (180°) of GZ at 20,000 feet absolute. CARTER III will establish a counter-clockwise race track pattern such that the close-in leg will be 50 NM west (270°) of GZ at 20,000 feet absolute. All CARTER aircraft will proceed to their assigned areas at 10,000 feet absolute. They will climb to assigned altitudes of 20,000 feet at H minus one hour. If CARTER II should abort, CARTER I will assume his position and will perform CARTER II Post Shot duties of Crater Photo if required. After the Technical Photography mission is completed, two (2) aircraft will return to ENIWETOK for landing. The third aircraft (CARTER II) may possibly remain in the detonation area to accomplish post-shot crater photography (H plus 2 hours), after which time it will return to ENIWETOK for landing.

14. STABLE III, one SA-16 aircraft, to be positioned by the AOC will take off at approximately H minus two hours and proceed to a point 50 NM east (090°) of GZ and will remain at this point at 9,000 feet absolute until relieved by the AOC. STABLE III will return to ENIWETOK for landing at approximately H plus four hours. STABLE IV, one SA-16 aircraft will occupy a position on the ground at ENIWETOK adjacent to the runway. This aircraft will be scrambled by the SAR Officer in the AOC by direct communication to the Rescue alert position. Immediately upon becoming alert and clearing tower frequency, STABLE IV will contact MANHUNT on channel 4 for instructions.

15. WILSON, one WB-50 Cloud Tracker aircraft, to be positioned by the Navigator and IFF, will take off at approximately H plus four hours and proceed to the assigned area. It will track the cloud as directed and return to ENIWETOK for landing upon completion of the mission.

16. WILSON WEATHER, one WB-50 aircraft returning from an assigned Special Weather Mission in the target area will be positioned 50 NM northeast (045°) of GZ at 16,000 feet for observation purposes only.

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17. BACKDOOR, P2V aircraft (Project 2.64), from KWAJALEIN will arrive under AOC control at approximately H minus 30 minutes. The BACKDOOR aircraft will maintain race track patterns 75-100 miles southeast of GZ at 10,000 feet absolute. These aircraft will move into the area at approximately H plus 30 minutes, remaining clear of the traffic pattern, for fallout survey. Upon completion of the mission the P2V's will return to KWAJALEIN for landing.

18. CASSIDY, one B-57 Sampler Controller aircraft, will take off at approximately H minus one hour and will proceed to an orbit position 35 NM north of GZ at an altitude of 35,000 feet absolute and set up a race track pattern until such time after T_0 that aircraft proceeds to the sample penetration area. CASSIDY will then direct the Sampler aircraft into the cloud. Controller aircraft will return to ENIWETOK after last sampler penetration at assigned altitude and will land at approximately H plus four hours.

19. HOTSHOT, four B-57 aircraft and TIGER, four F-84G aircraft, will take off at approximately H plus 30 minutes to H plus one hour and 30 minutes and will proceed at 35,000 feet to the sampling area as directed by the AOC. Upon making contact with the Sampler Controller aircraft, Samplers will make penetration at altitudes as directed. Upon completion of the sampling mission, the aircraft will return to ENIWETOK for landing at approximately H plus two hours.

20. Other aircraft may possibly be assigned to the APACHE array but will be positioned well outside of the critical area and not in positions affecting other assigned aircraft. These aircraft used for observation purposes will be positioned perpendicular to a line between the aircraft and GZ at T_0 minus two minutes to allow clear views of the detonation area.

21. Aircraft altitudes for flight through H-Hour and altitudes for return to ENIWETOK are posted as follows in absolute measurements. All aircraft returning will be cleared by the AOC to climb to or descend to return altitudes in indicated measurements. Changes in altitudes from absolute measurement to indicated will be made before the aircraft approaches ENIWETOK for landing and will be done in a clear area. In case of IFR conditions, unless an emergency exists or aircraft declares minimum fuel, all aircraft will be turned over to ENIWETOK Approach Control at the Radio Beacon for GCA or entry into the holding pattern to await penetration and landing instructions.

<u>AIRCRAFT</u>	<u>ALTITUDES</u>	<u>RETURN ALTITUDES</u>
BLIND ALLEY 5	44,000	44,000
BLIND ALLEY 4	42,000	42,000
BLIND ALLEY 3	40,000	40,000

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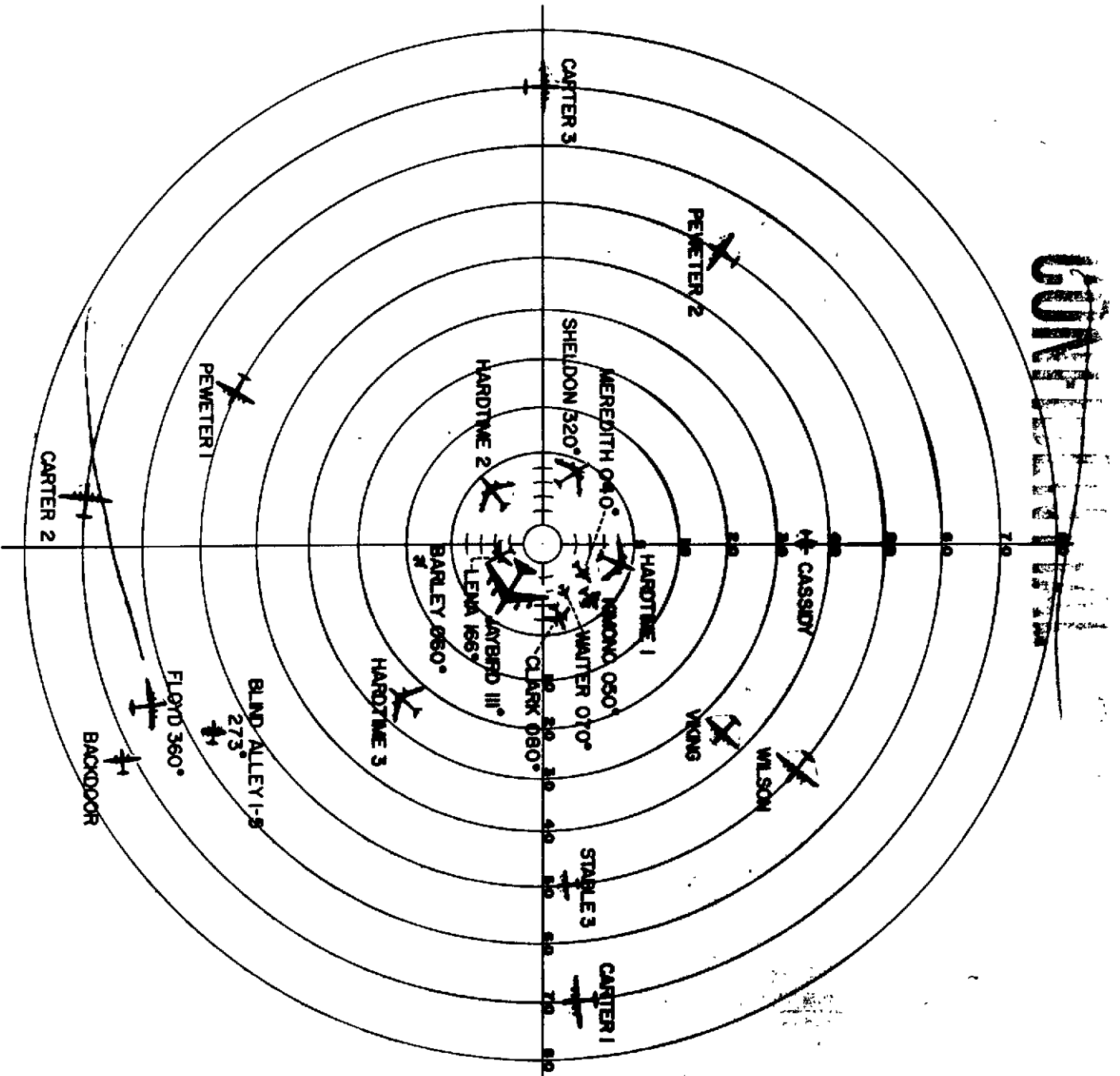
<u>AIRCRAFT</u>	<u>ALTITUDES</u>	<u>RETURN ALTITUDES</u>
HARDTIME 1	39,000	39,000
BLIND ALLEY 2	38,000	38,000
HARDTIME 2	37,000	37,000
BLIND ALLEY 1	36,000	36,000
BARLEY	35,500	35,500
HARDTIME 3	35,000	35,000
CASSIDY	35,000	As Required
JAYBIRD	34,000	30,000
WAITER	32,000	32,000
SHELDON	30,000	30,000
LENA	26,000	26,000
CARTER 1	20,000	20,000
CARTER 2	20,000	19,000
CARTER 3	20,000	18,000
FLOYD	18,000	18,000
WILSON WEATHER	16,000	16,000
MEREDITH	15,000	15,000
PEWTER 2	12,000	12,000
KIMONO	10,000	10,000
PEWTER 1	10,000	10,000
STABLE 3	9,000	9,000
CLARK	8,000	8,000
VIKING	7,000	7,000

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APACHE

INITIAL NOMINAL

	46,000	B-87
	44,000	B-87
	42,000	B-87
	40,000	B-87
	38,000	B-87
	36,000	B-87
	34,000	B-87, B-47
	32,000	B-87, B-47
	30,000	B-87, B-47
	28,000	B-87, B-47
	26,000	B-87, B-47
	24,000	B-87, B-47
	22,000	B-87, B-47
	20,000	B-87, B-47
	18,000	B-87, B-47
	16,000	B-87, B-47
	14,000	B-87, B-47
	12,000	B-87, B-47
	10,000	B-87, B-47
	8,000	B-87, B-47
	6,000	B-87, B-47
	4,000	B-87, B-47
	2,000	B-87, B-47
	0	B-87, B-47



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HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
APO 187, San Francisco, California

SWBO

29 May 1956

SUBJECT: "Amendment of Tab G, Appendix 8, Annex C and Tab G, Appendix 13, Annex C, Task Group 7.4 Operations Order 1-56", (ERIE Positioning Conference)

TO: See Distribution

1. The inclosed amendment replaces Tab G, Appendix 8, Annex C and Tab G, Appendix 13, Annex C, Task Group 7.4 Operations Order 1-56.

2. The ERIE Positioning Conference was conducted in the Task Group briefing room, building 679, on Monday, 28 May 1956. The conference began at 1505 hours.

3. Colonel Samuel stated that all positioning was to be on basis of the upper limit yield. All Project Officers agreed that the basic criteria for positioning of aircraft was on the basis of this yield. Colonel Samuel also pointed out that on the basis of observations on ZUNI, he feels there is a requirement that all critically positioned aircraft be provided with a two minute reference or abort line. This line would be used mainly as a vehicle for aircraft control at MANHUNT or BARKYMORE. He brought to the attention of the Project Officers two cases in which an effects aircraft presented a poor IFF return. He stated that under this circumstance he will not let any aircraft go over GZ if the AOC or CIC cannot be provided with positive identification of aircraft location. He expressed the desire that all projects follow the practice of MEREDITH personnel in considering cloud rise effects in their positioning criteria.

4. Colonel Samuel stated that because all Projects had submitted their positioning data to Headquarters TG 7.4 well in advance of the positioning conference, he and the positioning personnel in TG 7.4 had ample time to study the information. Changes submitted after submission of the early documents placed the applicable aircraft in safer positions. As a result, actual descriptions and discussion of the aircraft flight and abort pattern was considered unnecessary and all accepted by the positioning team as being in safe positions.

5. Mr. Zirkind of Project 8.5 presented an explanation of the SEMINOLE weapon. This event has been decided by Program 5 to be a poor shot for acquiring effects data because the effects envelope is very hard to predict accurately. The positions of the aircraft for SEMINOLE should be very conservative as far as distance from GZ is concerned because it is not known what the exact result of the shot will be.

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SWC 6C 43127/2

SWBO Subj: "Amendment of Tab G, Appendix 8, Annex C and Tab G, Appendix 13, Annex C, Task Group 7.4 Operations Order 1-56", (ERIE Positioning Conference)

6. Colonel Cobb of the WADC Element stated that on INCA, the F-101, the B-66, and the B-57 will be utilized for acquiring effects data. On KICKAPOO the F-101 only, will participate. He stated that coordination had been made with Lt Comdr Barkley of TG 7.1 for H-Hour periods of 0756, 0811, 1011, and 1026. Aircraft will be notified 10 minutes in advance if the 0756 H-Hour is not to be used, in which case the 0811 H-Hour would be suggested. If the 0811 H-Hour is not utilized, aircraft will land, refuel, and again take-off for a 1011 or 1026 H-Hour.

7. H-Hour for ERIE is given as 0615:30 hours with alternate 0627:30 hours. The target will be at RUNIT (YVONNE) in the ENDWETOK ATOLL. The target will be identified by a radar reflector and target lights located 437.38 feet from GZ on an azimuth of 280°32'21". Project 8.5 will have a blinking light stationed on top of the cab pointing a beam straight up. This light, used for light transmission measurements, will operate from H-15 minutes to H-5 seconds.

8. The meeting adjourned at 1535 hours.

FOR THE COMMANDER:

1 Incl:
Revised Tab G, App 8, Annex C
with 1 Attachment

Francis B. Carlson
FRANCIS B. CARLSON
Colonel, USAF
Director of Operations

DISTRIBUTION:

CJTF-7, J-3	(3)
CTG 7.1	(3)
TU-3	(10)
CTG 7.4	(5)
TAU	(1)
WADC E1	(8)
NAVY E1	(3)
TSU	(5) (plus 10 Attachments)
TBU	(2)
SAC	(2)
CRC	(2) (6.3)
Historian TG 7.4	(10)

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TAB G
TO
APPENDIX 8
TO
ANNEX C
OPERATIONS ORDER 1-56

AIRCRAFT MISSION DESCRIPTION ERIE

1. CLARK, one B-66 aircraft (Project 5.3), to be positioned by radar, will take-off at H minus 83 minutes and proceed to the assigned area. It will perform its mission at 11,000 feet absolute with two (2) twenty minute left hand race-track patterns and one 15 minute left hand windbox pattern, starting on the initial approach at H minus 4 minutes and 43 seconds. The 40 mile run-in will be on an inbound heading of 050° T with no horizontal offset. The aircraft will be over GZ at To minus 3 seconds and will have a horizontal range of 2,710 feet at To. The aircraft will return to ENIWETOK at 11,000 feet absolute and land at approximately H plus 14 minutes.

2. KIMONO, one B-57 aircraft (Project 5.4), to be positioned by MSQ, will take-off at approximately H minus 48 minutes. It will perform several race-track patterns at 10,000 feet absolute with an inbound heading of 050° T with no horizontal offset. The aircraft will be over GZ at H minus 6.3 seconds and will have a horizontal range of 4,400 feet at To. The B-57 will return to ENIWETOK at 10,000 feet absolute and land at H plus 17 minutes.

3. BARLEY, one F-84F Side Loads aircraft (Project 5.5), to be positioned by MSQ will take-off at H minus 30 minutes. It will perform several right-hand race-track patterns at 6,000 feet absolute with a final inbound heading of 050° with a horizontal offset of 12,000 feet to the southeast. The aircraft will be abreast of GZ at H plus 11 seconds and will have a horizontal range of minus 7,700 feet at To. This aircraft will be abreast of GZ at shock arrival time to receive side load effect. The aircraft will remain at 6,000 feet absolute for return to ENIWETOK. The F-84F will carry a pylon tank which will be dropped at the far extremity of the race-track pattern. The Project Officer stated that no abort procedures were necessary for BARLEY because the aircraft would be in a safe position at all times.

4. MEREDITH, one F-101A aircraft (Project 5.6), to be positioned by MSQ, will take-off at approximately H minus 40 minutes. It will perform three right hand race-track patterns at 12,000 feet absolute. The final inbound heading will be 050° with no horizontal offset to be over GZ at H plus 8.8 seconds and will have a horizontal range of minus 7,000 feet at To. The aircraft will return to ENIWETOK at an altitude supplied by the AOC and will land at approximately H plus 10 minutes.

5. STUDENT, one P2V aircraft (Project 8.5), to be positioned by radar, will take-off at approximately H minus one hour and 40 minutes. It will perform its mission in a race-track pattern (oriented 090° and 270°) at 22,000 feet absolute, to be directly over GZ at To. No abort procedures are necessary for this aircraft because it will encounter no more than 50% of limit load (gust) on orientation. The aircraft will return to ENIWETOK at 14,000 feet and will land at approximately H plus 40 minutes.

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SAC 66 45127-1

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13. Aircraft altitudes for flight through H-Hour and altitudes for return to ENIWETOK are posted as follows in absolute measurement. In the event of IFR conditions, the AOC will clear aircraft to change to indicated altitudes normally over the home reporting point:

<u>AIRCRAFT</u>	<u>ALTITUDE</u>	<u>RETURN ALTITUDE</u>
Clark	11,000	11,000
Barley	6,000	6,000
Kimono	10,000	10,000
Meredith	12,000	12,000
Student	22,000	14,000
Pewter I	9,000	9,000
Pewter II	9,000	8,000
Stable I	9,000	7,000
Cassidy	15,000	15,000
Hardtime	as directed	as directed
Tiger	as directed	as directed

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6. PEWTER I and II, two C-54 Documentary Photography aircraft, to be positioned by IFF and navigator, will take-off at approximately H minus one and one half hours and will proceed to their assigned areas. PEWTER I will be positioned ten miles west (2700) of GZ at 9,000 feet absolute in a race-track pattern such that the left hand side of the aircraft will be towards GZ at H-Hour. PEWTER II will be ten miles north (3600) of GZ at 9,000 feet absolute in a race-track pattern such that the left hand side of the aircraft will be towards GZ at H-Hour. These aircraft will be cleared by the AOC to climb or descend to insure clear photographic shots of the detonation. Upon completion of their mission the aircraft will be cleared to return to ENIWETOK for landing.

7. STABLE I, one SA-16 aircraft, to be positioned by its navigator, will take-off at H minus two hours and proceed to a point 25 miles east (0900) of GZ and will remain at this point at 9,000 feet absolute until relieved by the AOC. Aircraft will return to ENIWETOK for landing at approximately H plus four hours. STABLE IV, one SA-16 aircraft will occupy a position on the ground at ENIWETOK adjacent to the runway. This aircraft will be scrambled by the SAR Officer in the AOC by direct communication to the rescue alert position. Immediately upon becoming alert and clearing tower frequency, STABLE IV will contact MANHUNT on Channel four for instructions.

8. WILSON, one WB-50 Cloud Tracker aircraft, to be positioned by the navigator and IFF, will take-off at approximately H plus four hours and proceed to the assigned area. It will track the cloud as directed and return to ENIWETOK upon completion of its mission.

9. BACKDOOR, one P2V (Project 2.64), from KWAJALEIN will arrive under AOC control at approximately H minus 30 minutes. The BACKDOOR aircraft will maintain a race-track pattern at 3,000 feet absolute 75 to 100 miles south-east of GZ. This aircraft will move into the area at approximately H plus 30 minutes for fallout survey. Upon completion of its mission the P2V will return to KWAJALEIN for landing.

10. CASSIDY, one B-57 Sampler Controller, to be positioned by IFF, will take-off at H minus one hour and proceed to the assigned area. The controller aircraft will proceed to an orbit position 10 NM north of GZ at an altitude of 15,000 feet absolute and set up a race-track pattern until such time after T0 that aircraft proceeds to the sample penetration area. CASSIDY will then direct the sampler aircraft into the cloud. Controller aircraft will return to ENIWETOK after last sampler penetration and land at approximately four hours.

11. TIGER, six F-84G's will take-off at H plus one hour and 30 minutes and proceed to the assigned area as directed by the AOC. Upon making contact with the Sampler Controller aircraft, Samplers will make penetration at altitudes as directed. Upon completion of the sampling mission, Samplers will return to ENIWETOK and land at approximately H plus two hours.

12. Other aircraft may possibly be assigned to the ERIE array but will be positioned well outside of the critical area and not in areas affecting other assigned aircraft. These aircraft used for observation purposes will be positioned perpendicular to a line between the aircraft and GZ at T0 minus two minutes to allow clear view of the detonation.

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Headquarters
TASK GROUP 7.4, PROVISIONAL
APO 187, San Francisco, California

SWBO

20 June 1956

SUBJECT: "Amendment to Tab C, Appendix 8, Annex C and Tab C, Appendix 13, Annex C, Task Group 7.4 Operations Order 1-56" (INCA Positioning Conference)

TO: See Distribution

1. The inclosed amendment replaces Tab C, Appendix 8, Annex C and Tab C, Appendix 13, Annex C of Task Group 7.4 Operations Order 1-56.

2. The INCA Positioning Conference was conducted in the Task Group Conference Room, building 679, on Wednesday, 20 June 1956. The conference began at 0905 hours.

3. Colonel Carlson conducted the conference, stating first that Colonel Samuel had reviewed all of the positioning criteria for aircraft participating in INCA and was assured that they were all in safe positions. Minor discrepancies were resolved by the Project Officers and the Task Group Positioning Team.

4. The H-Hour for INCA is given as 0756 hours with alternates of 0806 hours, 1011 hours, and 1021 hours. The device for INCA will be fired at RUJORU (Site PEARL) located in the Eniwetok Atoll. The target site will be identified by a 200 foot cross light array and radar reflector.

5. The meeting adjourned at 0930 hours.

1 Incl:
Aft Mission Description,
INCA with 1 attachment

Francis B. Carlson
FRANCIS B. CARLSON
Colonel, USAF
Director of Operations

DISTRIBUTION:

CJTF-7, J-3 (3)
CTG 7.1 (4) (Col Gattis)
TU-3 (10)
Actg CTG 7., J-3 (3) (Col Lucke)
CTG 7.4 (5)
TAU (2)
WADC Ele (8)
NAVY Ele (3)
TSU (5) (Plus 10 Attachments)
TBU (2)
SAC (2)
CRC (2) (6.3)
TAC (2)
Historian TG 7.4 (10)

5WC-6C-43200/2
~~CONFIDENTIAL~~

TAB C
TO
APPENDIX 8
TO
ANNEX C
OPERATIONS ORDER 1-56

AIRCRAFT MISSION DESCRIPTION INCA

1. MEREDITH, one F-101A aircraft (Project 5.6), to be positioned by MSQ will take off at approximately H minus 28 minutes. It will fly 12 minute right hand race-track patterns at 9,000 feet absolute with a final inbound heading of 040° with no horizontal offset. The aircraft will be over GZ at H plus 6.3 seconds and will have a horizontal range of minus 5,800 feet at T₀. This aircraft will complete its mission and return directly to ENIWETOK for landing at approximately H plus 10 minutes.

2. CLARK, one B-66 aircraft (Project 5.3), to be positioned by MSQ, will take off at approximately H minus 75 minutes and proceed to the assigned area. The B-66 will perform its mission at 11,000 feet absolute with two 17 minute left hand race-track patterns and one 15 minute left hand wind-box pattern, starting on the initial approach at H minus 4 minutes and 48 seconds. The final 40 mile run in will be on an inbound heading of 050°T with no horizontal offset. The aircraft will be over GZ at T₀ minus 1.005 seconds and will have a horizontal range of plus 850 feet at T₀. The B-66 will return directly to ENIWETOK at 11,000 feet for landing at approximately H plus 14 minutes.

3. KIMONO, one B-57 aircraft (Project 5.4), to be positioned by MSQ, will take off at approximately H minus 48 minutes. It will perform several MSQ race-track patterns at 10,000 feet absolute and will complete the final inbound run on a heading of 050°T with no horizontal offset. The aircraft will be over GZ at T₀ minus 4.1 seconds and will have a horizontal range of plus 2,900 feet at T₀. The B-57 will return directly to ENIWETOK at 10,000 feet absolute and land at approximately H plus 17 minutes.

4. PEWTER 1 and 2, two C-54 Documentary Photography aircraft, to be positioned by IFF and Navigator, will take off at approximately H minus one and one half hours and will proceed to their assigned areas. PEWTER 1 will be positioned ten miles north (360°) of GZ at 8,000 feet absolute in a race-track pattern such that the left-hand side of the aircraft will be towards GZ at H-Hour. PEWTER 2 will be 10 miles north-west (315°) of GZ at 5,000 to 7,000 feet absolute in a race-track pattern such that the left-hand side of the aircraft will be towards GZ at H-Hour. These aircraft will be allowed latitudes both vertically and horizontally to assure good photographic shots of the detonation. Upon completion of the aircraft mission, they will return to ENIWETOK for landing.

5. STABLE III, one SA-16 aircraft, to be positioned by its navigator, will take off at H minus two hours and proceed to a point 25 miles east (090°) of GZ and will remain at this point at 9,000 feet absolute until relieved by the MCC. Aircraft will return to ENIWETOK for landing at approximately H plus four hours. STABLE IV, one SA-16 aircraft will occupy

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a position on the ground at ENIWETOK adjacent to the runway. This aircraft will be scrambled by the SAR Officer in the AOC by direct communication to the rescue alert position. Immediately upon becoming alert and clearing tower frequency, STABLE IV will contact MANHUNT on Channel four for instructions.

6. WILSON I, one WB-50 Cloud Tracker aircraft, to be positioned by the navigator and IFF, will take off at approximately H plus four hours and proceed to the assigned area. It will track the cloud as directed and return to ENIWETOK upon completion of its mission.

7. BACKDOOR, P2V aircraft (Project 2.64), from KWAJALEIN will arrive under AOC control at approximately H minus 30 minutes. The BACKDOOR aircraft will maintain race-track patterns 75 to 100 miles south-east of GZ. These aircraft will move into the area at approximately H plus 30 minutes for fallout survey. Upon completion of their mission the P2V's will return to KWAJALEIN for landing.

8. CASSIDY, one B-57 Sampler Controller, to be positioned by IFF, will take off at H minus 20 minutes and proceed to the assigned area. The controller aircraft will proceed to an orbit position 10 miles north of GZ at an altitude of 12,000 feet absolute and set up a race-track pattern until such time after T_0 that aircraft proceeds to the sample penetration area. CASSIDY will then direct the sampler aircraft into the cloud. Controller aircraft will return to ENIWETOK after last sampler penetration and land at approximately H plus four hours.

9. TIGER, six F-84G's will take off at H plus 30 minutes to H plus one hour and 30 minutes and proceed at 12,000 feet absolute to the assigned area as directed by the AOC. Upon making contact with the Sampler Controller aircraft, Samplers will make penetrations at altitudes as directed. Upon completion of the sampling mission, the aircraft will return to ENIWETOK for landing at approximately H plus two hours.

10. WILSON WEATHER, a WB-50 aircraft returning from an assigned weather mission in the target area will be positioned 25 miles north-east (045°) from GZ at 16,000 feet for observation purposes only.

11. CARTER I, an RE-50, to be positioned by the navigator and IFF, will take off at H plus 30 minutes and proceed to its assigned area. It will perform its Damage Assessment Photography mission as directed and return to ENIWETOK upon its completion.

12. Other aircraft may possibly be assigned to the INCA array but will be positioned well outside of the critical area and not in positions affecting other assigned aircraft. These aircraft used for observation purposes will be positioned perpendicular to a line between the aircraft and GZ at T_0 minus two minutes to allow clear views of the detonation.

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13. Aircraft altitudes for flight through H-Hour and altitudes for return to ENIWETOK are posted as follows in absolute measurements. In the event of IFR conditions requiring establishment of holding patterns, the AOC will clear the aircraft to change to indicated altitudes normally over the home reporting point:

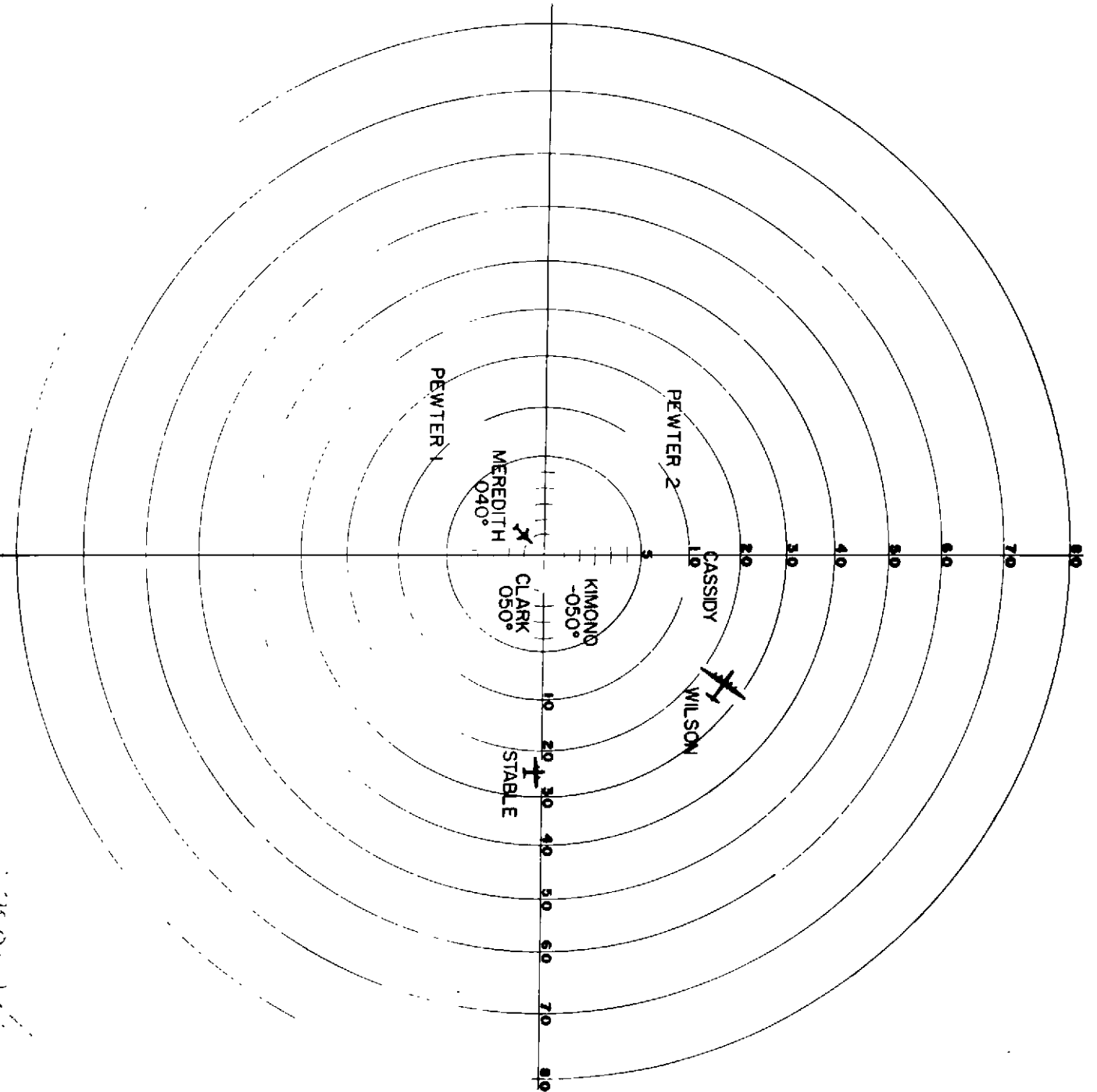
<u>AIRCRAFT</u>	<u>ALTITUDE</u>	<u>RETURN ALTITUDE</u>
Wilson Weather	16,000	As Required
Cassidy	12,000	As Required
Clark	11,000	11,000
Kimono	10,000	10,000
Pewter I	8,000	As Required
Meredith	9,000	As Required
Stable III	9,000	As Required
Pewter II	5 - 7,000	As Required

3
~~CONFIDENTIAL~~

INCA

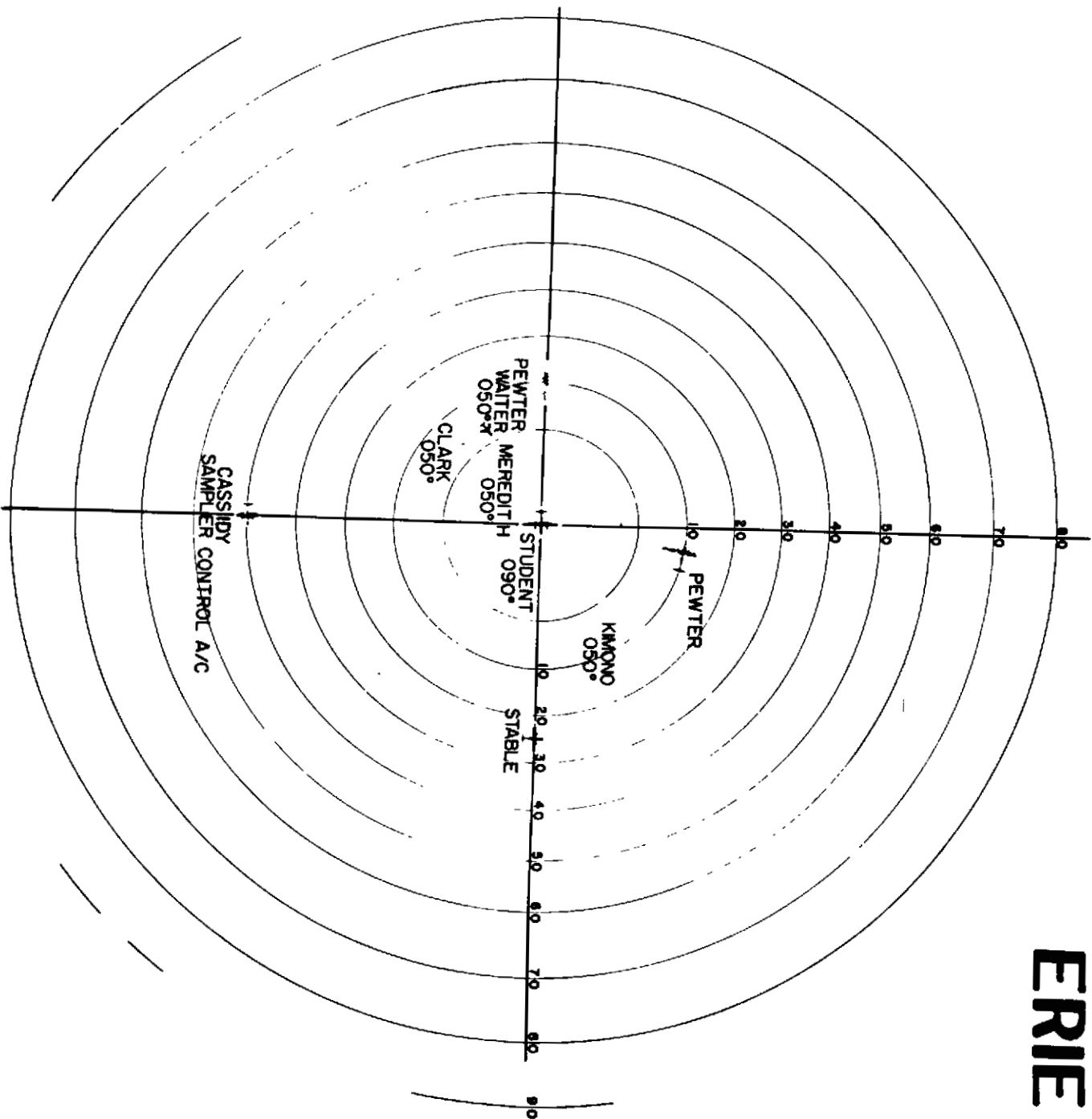
CERICAL NONCRITICAL

48,000	
40,000	
35,000	
30,000	
25,000	
20,000	
15,000	B-50
12,000	B-57
11,000	B-55
10,000	C-54
9,000	SA-16
8,000	C-54
5,000	



3000-100

ERIE



48000	PEWTER 22,000	F-101 12,000
40000	30000	B-68 11,000
38000	28000	B-67 10,000
36000	26000	(2) C-84 24,18 9000
34000	24000	F-84F 8000
32000	22000	8000
30000	20000	
28000	18000	
26000		
24000		
22000		
20000		
18000		
16000		
14000		
12000		
10000		
8000		
6000		
4000		
2000		
0		